Report on the implications for EV, EV car clubs and EV Charging on Batheaston

At the Community Energy Forum, held at the Guildhall Bath on 5th Feb 2020, the subject of Electric Vehicles and their role in Climate Emergency mitigation was mentioned in several presentations.

As a follow up from this, Councillor Andrew Jeffryes met with Alex Lockton from Bath and West Community Energy, to understand their approach to EV

Key points

1. EV usage is about to climb rapidly – 2020 will be the year EV goes mainstream. But EVs have special requirements, BPC needs to plan for these
2. New Petrol, Diesel and Hybrids will not be sold after 2035 – but in reality people will stop buying them earlier, to avoid being left with lemons – so its going to snowball rapidly.
3. Too many of us have too many cars – we have ended up with the 2 car household as a norm. This is not efficient, will it change ?

To make Batheaston work in the EV age, we will need to look at the implications of:

1. EV Car club zones. The Community Energy companies are working to come together to enable a network of EV Car clubs – we are not there yet, but in a year or two, things will happen. Car club cars will enable many people to reduce down to just one car, or even – none. So this could get big.
    a. Where are we going to locate the Car Club parking spots – and they need to have a charger…?
2. EV Cars need charging – mostly overnight. The UK pavements are not charging friendly – you cannot drape a cable across the pavement. Many people in Batheaston do not have off street/front garden car parking.
    a. How are people going to charge their cars? If all the houses on the London Road had EV – where would their chargers be located?
3. Car parks need to become EV friendly. Lots of chargers – a variety of charging speeds.
    a. Riverside Car Park – BPC needs to look at where the EV slots will be – with chargers. Potentially these could be
        i. A lot of standard (cheap) chargers, for people to use overnight. Locals could park and charge overnight – but must leave at start of day.
        ii. A few Fast and/or Rapid chargers. Used during the day, by locals and visitors.
        iii. The charge zones will need to be high up in the car park – to avoid going underwater in floods.
    b. Riverside parking – the Parking regulations will need to take into account the EV world – Car Club parking, Daytime charging, Overnight Charging.
4. Costs – need to assume that chargers cost money to install, and users pay to charge – the days of free charging are gone. Charging rates can be varied, by charger speed, time of day, and who you are (resident/visitor). Chargers can make money., but can also lose money.
5. How will EV affect the Neighbourhood Plan ?
    a. Resident's car types will change, and soon
    b. Where are they going to park ?
    c. Where are they going to charge
    d. Where will EV visitors park and charge ?

Bath and West Community Energy could be a good partner for BPC – in developing a strategy and taking it forwards. BWCE can get govt funds for feasibility studies – so planning this does not cost us money.